



# **ANNUAL REPORT**

OF THE

## **Detroit & Mackinac**

**Railway Company**

INCLUDING

## **Traffic Reports of the Road**

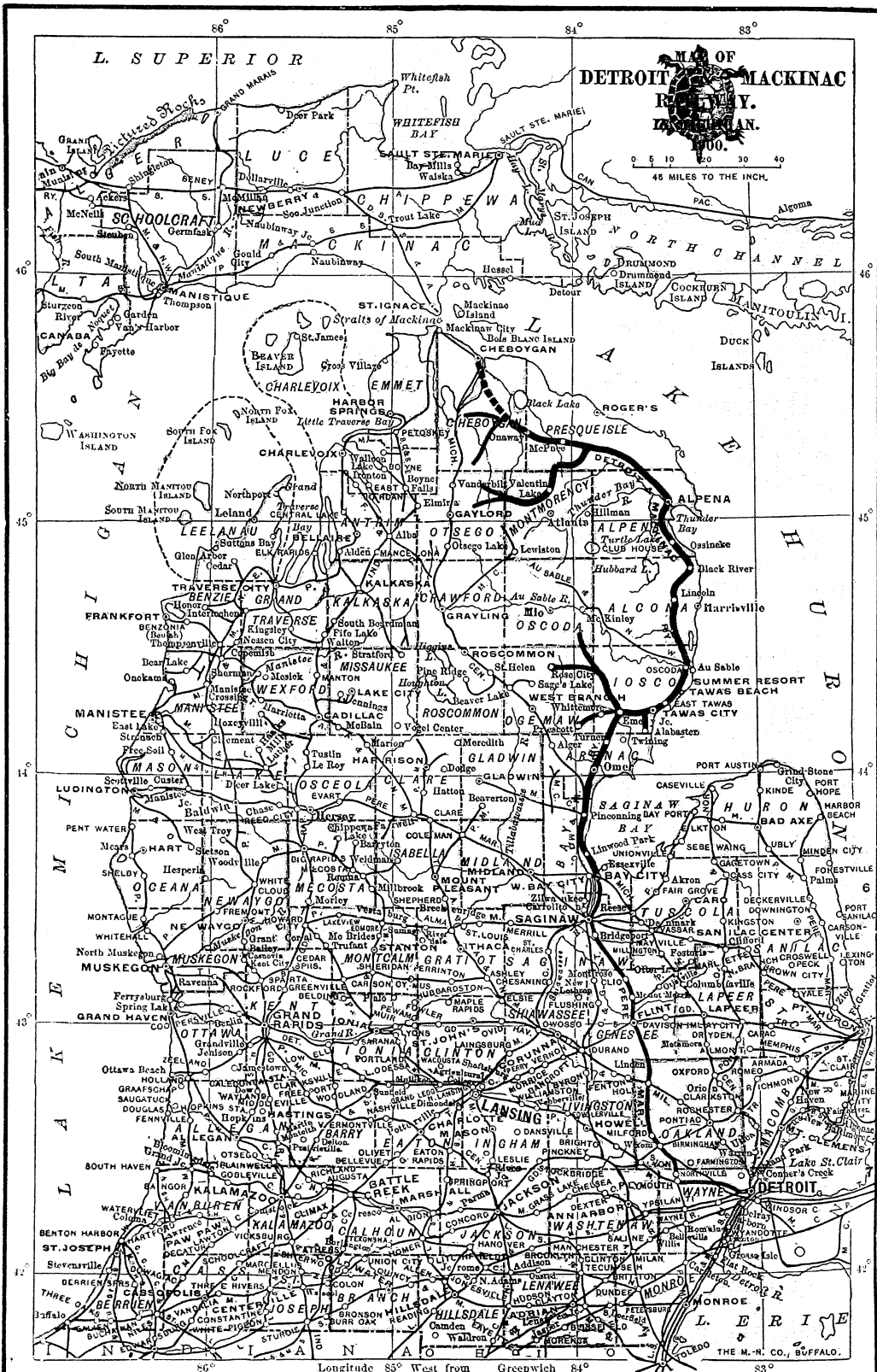
FOR THE

**FISCAL YEAR ENDING**

**June 30th, 1901**



GREGORY, MAYER & THOM CO., DETROIT.





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OF THE

# **Detroit & Mackinac**

## **Railway Company**

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## **Traffic Reports of the Road**

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## **FISCAL YEAR ENDING**

### **June 30th, 1901**



## DIRECTORS AND OFFICERS.

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### BOARD OF DIRECTORS.

J. D. HAWKS.....	Detroit, Mich.
CHARLES STEELE.....	New York, N. Y.
H. B. HOLLINS.....	New York, N. Y.
A. J. THOMAS.....	New York, N. Y.
E. D. RANDOLPH.....	New York, N. Y.

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### OFFICERS.

J. D. HAWKS.....	<i>President and General Manager, Detroit, Mich.</i>
GEORGE M. CROCKER.....	<i>V-Prest., Auditor and Pur. Agent, Detroit, Mich.</i>
A. H. GILLARD.....	<i>Secretary, 23 Wall Street, New York, N. Y.</i>
J. H. EMANUEL, JR.....	<i>Treasurer, 23 Wall Street, New York, N. Y.</i>
H. S. WATERMAN.....	<i>Chief Engineer, East Tawas, Mich.</i>
C. W. LUCE.....	<i>General Superintendent, East Tawas, Mich.</i>
T. G. WINNETT.....	<i>G. F. and P. Agent, Bay City, Mich.</i>

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*General Office, No. 25 Peninsular Bank Building, DETROIT, MICH.*

RESOLUTION ADOPTED BY THE  
BOARD OF DIRECTORS.

RESOLVED, that this Board deem it fitting to place on record its profound sorrow at the death of their late associate,

Mr. Edward M. Gibbs.

His sterling integrity, his wise counsels and courteous consideration in all deliberations of the Board have won the esteem of his fellow associates. In his death the Board sustains the loss of a sagacious adviser and a personal friend.

## REPORT OF THE PRESIDENT.

*To the Stockholders of the Detroit & Mackinac Railway:*

Gentlemen—The year ending June 30th, 1901, has been a successful one in the affairs of the company.

During the year there were added to our equipment one steam shovel, one log loader, two passenger cars, one hundred and fifty coal cars of 80,000 pounds capacity, twelve box cars, nine flat cars, two passenger locomotives, and one 50-ton switching engine, all equipped with air-brakes and automatic couplers. Although the pine timber is exhausted on the line of our road, there has been built about the usual amount of logging branches. Maple, basswood, elm, ash, birch, beech, hemlock and cedar taking the place formerly occupied by pine.

Work has been continued between Alpena and LaRocque, in cutting down hills and filling sags. That portion of the road is now nearly to final grade. The engine house, machine shop and turntable at Alpena, mentioned in last report, have been completed, together with the necessary yard tracks.

A change in the line of the Prescott Division, where it crosses the AuGres River, has been made. A new bridge of 192 feet of pile trestle and 60 feet of steel girder takes the place of the old bridge and high trestle of 452 feet in length, which was erected when the road was built to Alger in 1883. A cut off of one mile on Rose City division does away with some bad grades and curves. Nineteen miles of this division were ballasted during the year.

At Tawas shops there has been built a brick coach repair shop, 59 feet by 90 feet, which was required to keep up the passenger equipment. The machine shop was also enlarged by a brick addition 20 feet by 58 feet. In order to facilitate the handling of work in the Tawas shop, an air plant was put in, consisting of air compressor and air pipes for running air drills and other air machinery. Fence built during the year, 15 miles 126 rods. Ties used, 99,032. A number of new factories and mills have been located on the road during the year. The Alpena Portland Cement Com-

pany completed its plant and is making cement. They also opened a large quarry and are supplying limestone to beet sugar and chemical works. The Hecla Portland Cement and Coal Co. are building a very large plant at West Bay City. They expect to get marl and limestone from our Prescott division, where they have large quantities of each. Perhaps the most important work undertaken during the year is the cut off through the village of Harrisville. This leaves the present line about five miles north of Au Sable, at the Phalan Curve, striking the main line again at Black River.

The new line of twenty-three miles in length is a low grade shore line and shortens the distance five miles and has no curve of over  $1^{\circ}$ , as against many sharp curves and grades as high as 115 feet to the mile on the old line. This line will be ready for use December 15th, 1901. The old line between Lincoln and Black River will be taken up.

Since the close of the fiscal year there have been added to our equipment and are now in use:

- 50 Box Cars.
- 25 Stock Cars.
- 75 Flat Cars.
- 1 Combination Passenger and Baggage.
- 1 Combination Baggage, Mail and Express.
- 1 Baggage Car.
- 4 First-Class Coaches.

This equipment, as well as that received during the fiscal year, has all been paid out of earnings, as no bonds were issued.

Early in the year we lost by consumption our much esteemed Chief Engineer, Mr. D. J. Casey. Mr. Harry S. Waterman was appointed to fill the vacancy.

Yours very truly,

J. D. HAWKS,

*President and General Manager.*



**Account, Audit & Assurance Company, Ltd.,**

**25 Pine Street, New York.**

**Michigan Office, Suite 717-718 Chamber of Commerce,**

**N. A. HAWKINS, Manager.**

**Both Phones, 2037.**

**Examining and  
Consulting Accountants,  
Revisers of Office Methods.**

**Detroit, October 1st, 1901.**

J. D. HAWKS, Esq.,

President of the Detroit & Mackinac Railway Co.,  
Detroit, Mich. :

*Dear Sir*—We have audited the Books and Accounts of the Detroit & Mackinac Railway Company for the fiscal year ending June 30th, 1901, and in our opinion the statements of Income Account, Profit and Loss Account and the General Balance Sheet, herewith attached, are properly drawn up, so as to exhibit a true and correct view of the Company's affairs and its condition as of June 30th, 1901, as shown by the Books of the Company; and we hereby certify that all our requirements as auditors have been fully complied with.

ACCOUNT, AUDIT & ASSURANCE CO., Limited,  
Of New York,

By N. A. HAWKINS,

*Michigan Manager.*



## MILEAGE OF DETROIT & MACKINAC RAILWAY.

Main Line, Bay City to Tower.....	178.50
Rose City Branch, Emery Junction to Rose City.....	31.80
Prescott Branch, Emery Junction to Prescott.....	11.80
Valentine Lake Branch, La Rocque to Valentine Lake.....	25.70
Various Logging Branches and Spurs.....	70.53
Total Mileage.....	318.33

## LOGGING BRANCHES, SPURS AND SIDINGS CONSTRUCTED DURING THE YEAR.

	MILES—FEET
Northern Extract Co. Extension—McPhee Branch .....	2 2640
Fletcher Paper Co. Spur—Tower.....	3920
Merritt Chandler Spur—Onaway.....	1200
A. Pack Estate Spur—Cleveland Branch.....	1410
Extension Scale Track—Alpena.....	0375
Lay Spur Track—Alpena Depot.....	0750
Huron Handle & Lumber Co. Spur—Onaway.....	2640
G. H. Averill Spur—Twining.....	0469
Alpena Portland Cement Co. Extend Track—Alpena.....	0810
Walker Veneer Works Siding—Alpena.....	0750
West Bay City Sugar Co. Extend Track—North Bay City.....	0540
Siding at Hoffman.....	0180
F. W. Gilchrist Spur—North of Case.....	4770
Alpena Sulphite Fibre Co. Extend Track—Alpena.....	0180
Bonsfield & Co. Extend Track—Dover.....	0900
Siding at North Bay City.....	2460
A. Pack Estate Spur—North of Austin's Siding.....	0900
Wm. Sanborn Spur—North of Case.....	0660
Besser Churchill Co. Spur—Alpena.....	0650
AuSable River Lumber Co. Spur—South of Lincoln.....	0460
C. D. Bennett Spur—East Tawas.....	0300
S. G. M. Gates Spur—Maltby Station.....	0540
Holmes & Nicholson Relaying Ward Branch.....	1 1350
T. A. Thompson Spur—North of Hale Lake.....	1050
Huron Handle & Lbr. Co. Spur—Onaway.....	0925
Ocqueoc Fishing & Hunting Club Siding—Millersburg.....	0250
Lester Extension Track—Millersburg.....	0600
Maltby Lumber Co. Spur—Pinconning.....	1100
Lupton Portland Cement Co. Extend Track—Lupton.....	3780
S. B. Hutchison Veneer Co. Siding—Onaway.....	0880
Extend Track—North of Maltby.....	3400
Extend Tracks—Tawas Shops.....	1140
W. L. & H. D. Churchill laying branch—Indian River Ex.....	1 0159
Huron Handle & Lbr. Co. Logging Branch—Onaway.....	1 0030
Louds Sons Lumber Co.—Au Sable .....	2500
Total .....	14 2813

## ADDITIONS TO PROPERTY.

### CHARGED TO OPERATING EXPENSES.

Additions to Shops.....	\$ 5,094 04	
New Rail.....	84,508 62	
New Fence.....	2,736 98	
Station Buildings.....	1,063 00	
Turntable .....	1,500 00	
Shop Machinery and Tools.....	3,900 68	
Water Stations.....	2,641 00	
Miscellaneous Structures.....	1,730 00	
	<hr/>	\$103,174 32

### CHARGED TO COST OF ROAD.

Real Estate.....	1,917 81	
Indian River Extension.....	2,564 13	
	<hr/>	4,481 94

### CHARGED TO EQUIPMENT.

150 80 thousand Capacity Coal Cars..	101,299 52	
2 Locomotives .....	22,199 56	
1 Switching Engine.....	8,332 00	
1 Steam Shovel.....	5,666 51	
1 Log Loader.....	3,541 90	
2 Caboose Cars.....	2,402 10	
4 Coaches.....	19,620 00	
	<hr/>	163,061 59
Less charged out for depreciation.....	3,166 87	
	<hr/>	\$159,894 72
		<hr/>
Total Betterments during year.....		\$267,550 98

# CONDENSED GENERAL BALANCE SHEET, JUNE 30, 1901.

## ASSETS.

Cost of Road.....	\$4,923,023 66
Cost of Equipment.....	643,902 88
Material and Supplies on Hand.....	49,578 29
Real Estate .....	17,312 57
Construction (Harrisville Shore Line) .....	12,706 45

## CURRENT ASSETS.

Cash on Hand and in Bank.....	\$122,149 87
Due from Station Agents.....	16,229 86
Coupon Account (per contra).....	46,320 00
Due from Companies and Individuals.	17,168 50
Insurance paid in advance.....	388 89
	<hr/>
	\$202,257 12

## LIABILITIES.

Capital Stock { Common .....	\$2,000,000 00
Preferred .....	165,000 00
Bonded Debt { First Lien.....	1,050,000 00
Mortgage .....	2,000,000 00
Taxes accrued, not due.....	13,053 18
Interest accrued, not due.....	10,166 67
New Rail Account.....	25,000 00

## CURRENT LIABILITIES.

Committee Coupon Account. ....	\$15,000 00
Unpresented Coupons (per contra).....	\$46,320 00
Audited Vouchers and Pay Rolls.....	80,382 69
Traffic and Miscellaneous Balances.....	4,111 56
	<hr/>

Profit and Loss Account.....	145,814 25
	439,746 87
	<hr/>
	\$5,848,780 97

	<hr/>
	\$5,848,780 97

### INCOME ACCOUNT.

Gross Earnings.....	\$865,747 12
Operating Expenses.....	590,384 49
	<hr/>
Net Earnings.....	\$275,362 63
Less—	
Interest on Bonded Debt.....	\$122,000 00
Taxes .....	24,775 10
Sundry Items.....	14,143 55
	<hr/>
Total Deductions .....	\$160,918 65
Surplus for year.....	\$114,443 98
Surplus June 30th, 1900.....	325,302 89
	<hr/>
Balance to Credit, Profit and Loss Account, June 30th, 1901.....	\$439,746 87

### BONDED DEBT.

Class of Bonds	Amount Outstanding	INTEREST		Interest Accrued during year	Principal Due
		Rate	When Payable		
First Lien	1,050,000.00	4%	June and December	42,000.00	June 1, 1995
Mortg.	2,000,000.00	4%	June and December	80,000.00	June 1, 1995
	3,050,000.00			122,000.00	

**STATEMENT OF EARNINGS AND EXPENSES BY MONTHS FOR FISCAL YEAR.  
ENDING JUNE 30TH, 1901.**

**EARNINGS.**

EARNINGS	JULY	AUG.	SEPT.	OCT.	NOV.	DEC.	JAN.	FEB.	MAR.	APRIL	MAY	JUNE
Freight .....	\$51,353.96	\$54,403.40	\$51,359.92	\$45,505.57	\$36,976.78	\$38,667.65	\$49,072.92	\$57,101.72	\$59,949.12	\$67,874.26	\$69,882.16	\$62,317.61
Passenger ....	20,104.72	17,647.85	16,092.00	15,554.42	16,060.52	18,068.16	14,029.51	13,001.22	15,009.81	15,308.59	16,804.97	15,468.87
Express .....	348.00	592.10	448.59	407.22	360.06	346.08	305.46	446.21	394.21	534.76	323.30	314.74
Mail .....	1,906.74	1,907.74	1,905.74	1,906.74	1,906.74	1,906.74	1,906.74	1,906.74	1,906.74	1,906.74	1,906.74	1,906.74
Miscellaneous	30.00	30.00	51.24	30.00	30.00	32.88	29.68	30.00	31.00	30.00	60.00	25.00
<b>TOTAL.....</b>	<b>\$73,743.42</b>	<b>\$74,581.09</b>	<b>\$69,857.49</b>	<b>\$63,403.95</b>	<b>\$55,334.10</b>	<b>\$59,041.51</b>	<b>\$65,344.31</b>	<b>\$72,485.89</b>	<b>\$77,290.88</b>	<b>\$85,654.35</b>	<b>\$88,977.17</b>	<b>\$80,032.96</b>

**EXPENSES.**

EXPENSES	JULY	AUG.	SEPT.	OCT.	NOV.	DEC.	JAN.	FEB.	MAR.	APRIL	MAY	JUNE
Maint. Way&Structures	\$15,593.77	\$15,088.28	\$16,382.13	\$28,763.68	\$20,119.02	\$17,195.14	\$15,310.53	\$13,074.57	\$19,291.01	\$23,294.21	\$27,875.07	\$31,169.50
Maint. Equipment ...	6,692.13	6,210.70	5,222.22	4,163.72	4,602.30	4,168.43	6,312.06	8,251.90	6,756.65	8,839.34	6,691.83	5,764.36
Cond. Transportation ..	23,621.63	21,307.61	20,162.57	17,368.54	17,187.18	17,374.43	20,692.34	21,934.61	23,602.46	23,721.59	23,546.88	22,317.60
General Expense .....	1,975.35	1,571.72	1,582.69	1,788.06	1,813.10	2,020.46	1,722.80	1,562.52	1,567.35	1,588.12	1,758.94	1,763.39
Taxes .....	1,998.23	2,160.79	2,027.42	1,809.87	1,173.19	2,001.10	1,615.88	2,354.28	2,216.99	2,302.06	2,607.75	2,507.54
<b>TOTAL.....</b>	<b>\$49,881.11</b>	<b>\$46,339.10</b>	<b>\$45,377.03</b>	<b>\$53,893.87</b>	<b>\$44,894.79</b>	<b>\$42,759.56</b>	<b>\$45,653.61</b>	<b>\$47,177.88</b>	<b>\$53,434.46</b>	<b>\$59,745.32</b>	<b>\$62,480.47</b>	<b>\$63,522.39</b>
<b>NET EARNINGS</b>	<b>\$23,862.31</b>	<b>\$28,241.99</b>	<b>\$24,480.46</b>	<b>\$9,510.08</b>	<b>\$10,439.31</b>	<b>\$16,281.95</b>	<b>\$19,690.70</b>	<b>\$25,308.01</b>	<b>\$23,856.42</b>	<b>\$25,909.03</b>	<b>\$26,496.70</b>	<b>\$16,510.57</b>
Prop. Exp. to Earnings	67.64%	62.13%	64.96%	85.00%	81.13%	72.42%	69.87%	65.08%	69.12%	69.98%	70.22%	79.37%

# EARNINGS AND EXPENSES BY YEARS.

## EARNINGS.

	1897		1898		1899		1900		1901	
	Amount	Cent Per	Amount	Per Cent	Amount	Per Cent	Amount	Per Cent	Amount	Per Cent
Freight .....	\$298,945.56	73.51	\$347,281.93	72.13	\$445,645.11	74.10	\$609,462.67	73.11	\$644,465.07	74.44
Passenger .....	84,035.43	20.66	110,681.76	22.99	132,009.74	21.95	196,451.08	23.56	193,170.64	22.30
Mail .....	17,457.32	4.29	19,189.88	3.98	20,203.93	3.36	22,877.88	2.74	22,880.88	2.64
Express .....	1,960.20	.48	2,594.57	.54	2,935.20	.48	4,072.71	.49	4,820.73	.56
Other Sources .....	4,283.19	1.06	1,719.76	.36	646.87	.11	755.07	.10	409.80	.06
Total .....	\$406,681.70	100%	\$481,467.90	100%	\$601,440.85	100%	\$833,619.41	100%	\$865,747.12	100%

## EXPENSES.

Maint. Ways and Structures....	\$102,572.32	33.66	\$88,011.06	28.92	\$145,444.52	36.59	\$238,180.83	42.94	\$243,156.91	41.19
Maint. Equipment .....	41,812.25	13.72	44,376.96	14.59	52,200.90	13.13	69,511.75	12.53	73,675.64	12.48
Conducting Transportation.....	137,635.30	45.16	155,679.01	51.17	181,923.01	45.76	227,432.25	40.98	252,837.44	42.82
General Expense .....	22,718.98	7.46	16,201.21	5.32	17,973.22	4.52	19,736.97	3.55	20,714.50	3.51
Total .....	\$304,738.85	100%	\$304,268.24	100%	\$397,541.65	100%	\$554,851.80	100%	\$590,384.49	100%
Net Earnings .....	\$101,942.85	25.07	\$177,199.66	36.80	\$203,899.20	33.90	\$278,767.61	33.44	\$275,362.63	31.81



## OPERATING EXPENSES.

### MAINTENANCE OF WAYS AND STRUCTURES.

	1900	1901
Repairs of Roadway.....	\$126,207 19	\$ 97,367 50
Renewals of Rails.....	46,119 02	83,545 65
Renewals of Ties.....	20,477 85	18,694 62
Repairs and Renewals of Bridges and Culverts....	4,917 42	5,811 82
Repairs and Renewals of Fences, Road Crossings, Signs and Cattle Guards.....	9,948 12	5,681 69
Repairs and Renewals of Buildings and Fixtures..	28,848 96	12,956 03
Repairs and Renewals of Telegraph.....	1,619 47	1,555 59
Stationery and Printing.....	31 81	41 22
Other Expenses .....	10 99	17,502 79
<b>Totals .....</b>	<b>\$238,180 83</b>	<b>\$243,156 91</b>

### MAINTENANCE OF EQUIPMENT.

Superintendence .....	\$ 2,463 35	\$ 2,735 50
Repairs and Renewals of Locomotives.....	21,621 09	26,390 30
Repairs and Renewals of Passenger Cars.....	7,564 13	7,607 19
Repairs and Renewals of Freight Cars.....	27,435 69	23,920 79
Repairs and Renewals of Work Cars.....	2,692 16	2,454 11
Repairs and Renewals of Shop Mach'y and Tools..	3,299 41	5,770 61
Stationery and Printing.....	34 39	42 37
Other Expenses .....	4,401 53	4,754 77
<b>Totals .....</b>	<b>\$ 69,511 75</b>	<b>\$ 73,675 64</b>

### CONDUCTING TRANSPORTATION.

Superintendence .....	\$ 11,709 27	\$ 13,746 42
Engine and Roundhouse Men.....	42,959 06	48,871 57
Fuel for Locomotives.....	53,119 79	58,101 87
Water Supply for Locomotives.....	3,531 69	3,727 78
Oil, Tallow and Waste for Locomotives.....	1,871 65	1,869 90
Other Supplies for Locomotives.....	763 31	635 27
Train Service.....	36,124 94	36,741 57
Train Supplies and Expenses.....	8,273 46	9,742 06
Switchmen, Flagmen and Watchmen.....	7,592 61	10,556 64
Telegraph Expenses.....	5,775 56	6,148 89
Station Service.....	25,730 17	26,808 74
Station Supplies.....	1,157 63	1,320 60
Switching Charges—Balance.....	7,045 50	8,042 00
Car Mileage—Balance.....	10,258 29	10,747 74
Hire of Equipment.....	201 75	272 49
Loss and Damage.....	2,582 68	3,736 60
Injuries to Persons.....	852 80	2,088 85
Clearing Wrecks.....	525 17	363 48
Advertising .....	610 82	1,426 03
Outside Agencies.....	335 77	305 96
Rents for Tracks, Yards and Terminals.....	2,093 63	2,271 10
Rents of Buildings and other Property.....	1,456 00	1,232 00
Stationery and Printing.....	2,809 17	3,789 53
Other Expenses .....	51 53	290 35
<b>Totals .....</b>	<b>\$227,432 25</b>	<b>\$252,837 44</b>

**OPERATING EXPENSES—CONT.****GENERAL EXPENSE.**

	1900	1901
Salaries of General Officers.....	\$ 11,499 87	\$ 11,950 03
Salaries of Clerks and Attendants.....	5,504 84	6,077 06
General Office Expenses and Supplies.....	548 52	624 48
Insurance .....	917 56	730 47
Law Expenses .....	192 90	101 73
Stationery and Printing.....	518 70	435 35
Other Expenses .....	544 58	795 38
Totals .....	\$ 19,726 97	\$ 20,714 50
Grand Totals.....	\$554,851 80	\$590,384 49

**PASSENGER STATISTICS.**

No. of Passengers carried.....	213,021	245,615
No. of Passengers carried one mile.....	7,669,482	8,880,682
No. of Pass. carried 1 mile per mile of road.	23,592	27,666
Average distance each passenger carried....	36	36.15
Total Passenger Revenue.....	\$193,646 86	\$189,797 48
Average amount received from each Pass....	90.905	77.274
Average Receipts per Pass. per mile.....	02.525	02.137
Total passenger earnings.....	223,401.67	220,872 25
Pass. earnings per mile of road.....	704 67	688 07
Pass. earnings per train mile.....	74.235	71.111

**FREIGHT STATISTICS.**

No. Tons carried of freight earning revenue	839,755	917,132
No. Tons carried one mile.....	52,409,110	56,847,674
No. Tons carried one mile per mile of road	165,313	175,538
Average distance haul of one ton (miles)..	62.41	61.44
Total Freight Revenue.....	\$609,462 67	\$644,465 07
Average amt. rec. for each ton of freight..	72.576	70.270
Average receipts per ton per mile.....	01.163	01.143
Total Freight Earnings.....	609,462 67	644,465 07
Freight earnings per mile of road.....	1,922 41	2,007 68
Freight earnings per train mile.....	1 96.945	2 13.297

**PASSENGER AND FREIGHT STATISTICS.**

Passenger and Freight Revenue.....	\$803,109 53	\$834,262 55
Pass. and Freight Revenue per mile of road	2,533 47	2,598 95
Passenger and Freight earnings.....	\$832,864 34	\$865,337 32
Pass. and Freight earnings per mile of road	2,627 08	2,695 75
Gross earnings from operation.....	833,619 41	865,747 12
Gross earnings from oper. per mile of road....	2,629 47	2,697 03
Gross earnings from oper. per train mile.....	1 57.008	1 60.382

## OPERATING STATISTICS.

	1900	1901
Operating Expenses .....	\$554,851 80	\$590,384 49
Operating Expenses per mile of road.....	1,750 15	1,839 20
Operating Expenses per train mile.....	1 04.504	1 09.370
Income from operation.....	278,767 61	275,362 63
Income from operation per mile of road....	879 31	857 83
Ratio of Expenses to Earnings.....	66.56	66.66

## FREIGHT TRAFFIC MOVEMENT.

PRODUCTS OF AGRICULTURE				
Grain .....	9,004	1.07	7,751	.85
Flour .....	4,003	.47	3,137	.34
Other Mill Products.....	3,370	.40	2,622	.29
Hay .....	3,156	.38	3,417	.37
Tobacco .....	91	.01	80	.01
Fruit and Vegetables.....	6,452	.77	5,972	.65
PRODUCTS OF ANIMALS				
Live Stock.....	1,952	.23	1,678	.18
Dressed Meat.....	860	.10	303	.03
Other Packing House Products.....	1,163	.14	1,182	.13
Poultry, Game and Fish.....	450	.05	306	.03
Hides and Leather.....	4,080	.50	4,249	.46
Wool .....	31		200	.02
PRODUCTS OF MINES				
Anthracite Coal.....	2,695	.32	639	.07
Bituminous Coal.....	55,079	6.56	87,653	9.56
Stone, Sand and other like articles.....	9,534	1.14	14,954	1.63
Salt .....	226	.03	1,190	.13
PRODUCT OF FORESTS				
Lumber .....	51,506	6.13	64,519	7.03
Forest Products other than Lumber...	629,394	74.95	649,791	70.85
MANUFACTURES				
Petroleum and other Oils.....	1,571	.19	1,244	.14
Sugar .....	888	.11	1,208	.13
Iron—Pig and Bloom.....			742	.08
Other Iron and Machinery.....	5,386	.64	4,258	.46
Cement, Brick and Lime.....	9,346	1.11	10,151	1.11
Agricultural Implements.....	1,025	.12	1,878	.21
Wagons, Carriages, Tools, etc.....	540	.06	443	.05
Wine, Liquor and Beer.....	1,665	.20	2,230	.24
Household Goods and Furniture.....	1,766	.21	1,605	.18
Other Manufactured Articles.....	34,215	4.07	43,308	4.72
MERCHANDISE				
MISCELLANEOUS—Other Commodities not mentioned above.....	307	.04	422	.05
Totals .....	839,755	100%	917,132	100%

**EQUIPMENT.**

	1900	1901
<b>LOCOMOTIVES</b>		
Passenger .....	9	11
Freight .....	13	13
Switching .....	1	2
Totals .....	23	26
<b>PASSENGER CARS</b>		
First Class Cars.....	10	12
Combination Cars.....	5	5
Parlor Cars.....	1	1
Baggage, Express and Postal Cars.....	3	2
Totals .....	19	20
<b>FREIGHT CARS</b>		
Refrigerator Cars.....	3	3
Box Cars.....	128	140
Coal Cars.....	150	300
Flat Cars.....	473	482
Other Cars in Freight Service.....	273	200
Totals .....	1027	1125
<b>IN COMPANY'S SERVICE</b>		
Officers and Pay Cars.....	1	1
Derrick Cars.....	1	1
Caboose Cars.....	12	11
Other Road Cars.....	12	9
Totals .....	26	22
Total Number of Engines owned.....	23	26
Total Number of Cars owned.....	1072	1167

*(From the Sunday Tribune, Detroit, November 3d, 1901.)*

No one who knew the old Alger & Smith logging road of 10 years ago would recognize in it the Detroit & Mackinac Railway of to-day. The old road began nowhere and ended nowhere; its principal mission was to haul logs out of the bush, and to that end it made the most surprising curves, avoiding towns and villages in order to get nearer to the bush. It ran up hill and down dale, and if a train made better than 10 miles an hour the crew would boast about it for a week afterwards. It was supposed to be ballasted, and it probably had been at one time and in a kind of way, but when there was a severe frost it would heave up the line in all sorts of places and stop the traffic for the time being.

It was laid in the cheapest sort of way; the stations were merely temporary buildings, the track was narrow gauge and the rails used were the 50 and 52-pound variety. It began north of Oscoda and ran to Black River by a winding route, and a branch connected it with the Michigan Central at Alger, 40 miles north of Bay City. A connecting road, built by a different company ran from Alpena northward to Valentine Lake, a distance of 55 miles, and that is practically all there was to the road. It was in the hands of a receiver when the Detroit & Mackinac Company acquired it and the connecting road. To-day it has as good a roadbed and equipment as any road in the State.

#### ANTIQUATED OUTFIT DISCARDED.

The track has been taken up, almost from end to end, and has been straightened, graded and ballasted, the 50-pound rails replaced by others of 70 and 75 pounds, and up-to-date stations built all along the line. The antiquated rolling stock has been gotten rid of and the company now owns 28 locomotives, 16 first-class coaches, a chair car, 10 combination cars, three refrigerator cars and over a thousand box, stock, coal and flat cars.

But the greatest improvement of all was the alteration of the route. The branch to Alger was abandoned and a new line built

from Emery Junction to Bay City, where connection is made with the Michigan Central, the Pere Marquette and the Grand Trunk. It now reaches from Bay City to Tower, a distance of 181 miles, with branches in good shape, and a substantial drawbridge over the Saginaw river at Bay City. Terminus of the road is now 40 miles from the Straits of Mackinac and only 24 miles from Cheboygan. The condition into which the road has been put is illustrated by the fact that when the Vanderbilt officials were given a record-breaking run from St. Thomas to Detroit a few years ago, at a speed approaching a mile a minute, it was considered so extraordinary that the papers gave half a column each to the feat, but on this rebuilt logging road this is a very common occurrence, and 65 and even 70 miles an hour is sometimes attained.

#### BALLASTING DONE BY MACHINERY.

The up-to-date methods of the officials of this road are seen to advantage in the reballasting of an old track or the building of a new branch. The company works its own gravel pits, and hauls the gravel on its own cars. The track is raised by jacks, three or four rails at a time, the ballasting put in and the track relaid. In a new country like this it is often necessary to run a temporary road out into the bush to clean up the timber, and the officials think nothing of building 20 or 30 miles in this way. The steam shovel has made this a comparatively cheap undertaking. The earth is lifted wholesale and deposited on flat cars, and when the train reaches the place where it is to be deposited the cars are cleaned off by an apparatus like a snow plow that is fitted on the rear of the train and is drawn forward by the locomotive, sweeping the earth off every car as it passes over it. The steam shovel and the plow have made grade reducing a comparatively cheap affair.

The most striking grade reduction was at the famous Black River hill, over which the old road ran at a height of 241 feet above lake level, the grade being so steep that a 60-ton locomotive could only haul eight cars at a time. This grade has been reduced to 68 feet, and a locomotive is now able to haul 40 cars instead of 8, and can do it in 15 minutes less time. This was effected by straightening the line and making it five miles shorter. There were 36 curves, which ran from two to eight degrees on the old line, while on the new cut-off there are only seven curves of one degree. The line was straightened by leaving the main line five miles north of

Au Sable, reaching out towards the lake and taking in Greenbush, Harrisville and Alcona, returning to the main line again about one-fourth mile north of Black River station. The road now reaches a number of ports that are ice-bound in winter, and runs through a country that has practically no other means of communication.

#### A SPORTSMAN PARADISE.

The road follows the line of the lake closely and is more plentifully supplied with summer resorts, trout streams, deer and part-ridge shooting, bass fishing and everything that could tempt a sportsman than any other road in Michigan. The company has a summer resort of its own at East Tawas, on the border of Tawas Bay. Pretty little summer cottages line the bay, and there is a casino and clubrooms for the benefit of the resorters. The cottages are rented to families for the season, and the place is bound to become one of the most popular resorts in the state. The bay forms a natural harbor, big enough to shelter all the shipping of the lakes. There is a beautiful beach with the best of fishing, boating and bathing. The company has another resort in Linwood Park, to which it runs six or eight trains a day from Bay City. Another picturesque place that is having its first taste of railway communication is Harrisville, which is situated on a commanding bluff about 200 feet high overlooking the beach.

A large section of excellent farming land is tapped by this railway and the number of fine farms to be seen from the train is something surprising. Some sections are settled for four or five miles on each side of the railway east and west. The land was practically worthless when there was no railway communication, but it is rapidly rising in value now. The lumbering industry is almost played out now, but others are taking its place. The curious part of it is that the lumbermen who pushed into the woods when the country was yet a waste, and made fortunes by their energy, pluck and endurance, are now turning around when the business to which they have been accustomed all their lives is played out, and establishing new industries. Even more curious yet is the fact that they are making money in their new ventures as they did in their old ones.

#### ENERGETIC MILLIONAIRES.

One of the enterprises in which these millionaires have invested their money is the beet sugar factory at Bay City. W. L.

Churchill, formerly of Alpena, may be seen any day superintending its operations, and he appears to be as much interested in this, to him, entirely new industry, as ever he was in lumbering. Fletcher Bros., of Alpena, have gone into pulp and paper manufacturing. Frank Gilchrist has established a cement plant at Alpena, and gets around covered with dust superintending everything himself, from the quarrying to the last process. There are few such instances of versatility and energy elsewhere on the part of men who have reached middle age and made a fortune. In most countries such men would have retired and spent the rest of their lives in leisure.

These new industries so taxed the capacity of the rolling stock that the company was obliged at the beginning of the present year to add 300 cars with a capacity of 80,000 pounds each for the carriage of limestone and coal. During the past three years they have also added 75 flat and 50 box cars, five 60-ton locomotives, one 50-ton switching engine and 11 passenger cars.

The following new branches have been built: From Emery Junction to Rose City, 31 miles; from Emery Junction to Prescott, 11 miles; from Leroque to Valentine Lake, 25 miles, besides several logging branches; Tower to Cleveland, 12 miles, besides a logging road of  $7\frac{1}{2}$  miles; and Tower to Indian River,  $7\frac{1}{2}$  miles. Including all the logging branches, the road is 318 miles in length.

When the company took the road over from the receiver its value was estimated at \$3,754,000, and since then \$1,169,000 has been added in extensions and betterments. The equipment has increased in value from \$222,540 to \$747,000. The bonded debt of the road is only \$3,050,000, and its gross earnings for the year ending June 30, 1901, were \$865,747.12, of which 60 per cent. went for expenses of operating. There are some improvements yet being made in the line, but they are expected to be finished by Dec. 15. The main business of the road is the transportation of forest products, but the thousands of acres of farming country will prove a source of profit to the road.

#### TWO PRACTICAL MEN.

The credit for putting the road into the condition in which it now is is due to the general management of James D. Hawks, who is a railway man of many years' experience, notably with the Michigan Central. After him the credit is due to the general super-



intendent, C. W. Luce, a practical railway man from the ground up. He began with the old Peninsular railway in 1868, and he served four years, rising from water boy to baggageman. Then he went to the Detroit, Lansing & Lake Michigan as brakeman, and became conductor. For the last six years of his 17 years of service with that road, he occupied the prominent place of train master. He went next to the Alger & Smith road as train master, and during the periods of Mr. Hawks' control he has been general superintendent.

Mr. Luce is a master of the railway business in all its ramifications. He is, moreover, an affable gentleman and will do much to make the road popular. His home is at East Tawas, from which point he makes trips over the road weekly. At the present moment he is busy with the extension and the relaying of the road. He is also superintending the building of two substantial stone bridges over the Black river, and one at Tower.

#### A PICTURE OF DESOLATION.

At the point where the Black river discharges into Lake Huron is one of the most desolate-looking places in the state. When the lumbering business was at its zenith Black River, as the little town was called, was a prominent place, and shipped as much lumber as any place on the lakes. The land belonged to the Alger & Smith Lumber Co., and the people paid them ground rents. The mill closed Oct. 10, and as it is not expected ever to reopen the families who lived there and depended on the mill for employment are moving out and the formerly promising little town is fast becoming a counterpart for Goldsmith's deserted village.

A party of newspaper men from Detroit and other points along the line were taken for a trip over the road in President Crapo's private car. Ed Gillman accompanied the party as chaperone and saw to it that they had three banquets a day with an occasional appetizer in between. Gillman's experience as caterer to several sporting clubs stood him in good stead and the party had nothing to complain of. Besides the Detroit men, the party comprised General Superintendent Luce; W. H. Gustin, of the Bay City Times-Press; Lovell U. Grant, of the Bay City Tribune; E. D. Cowles, of the Saginaw Courier-Herald; James Slocum, of the Flint Globe; Edgar Britton, city passenger and ticket agent of the P. M. & D. M., whose headquarters are at Bay City, and L. N. Miller, the official photographer of the road.

A GENERAL DESCRIPTION OF THE ROAD AND ITS SURROUNDINGS  
AS SEEN THROUGH THE EYES OF A REPORTER IS HERE  
GIVEN, AS PUBLISHED BY THE SAGINAW  
COURIER-HERALD.

Sunday, October 27, 1901.

Last week a party of Michigan newspaper men traveled from Detroit to the Northern portion of the lower peninsula in a special train furnished by the management of the Pere Marquette and Detroit & Mackinac railways. The object of the journey was to acquaint the men who are connected with Michigan newspapers with points of interest on the line of the roads named, particularly on the Lake Huron shore. The trains of the Detroit & Mackinac road are run between Bay City, Saginaw and Detroit over the Pere Marquette tracks and there is a close traffic connection between the two roads.

E. H. Gillman, of Detroit, chaperoned the party, and the gentlemen could not have been in better hands. The private car of Division Superintendent Agnew of the Pere Marquette, and the private car of General Superintendent C. W. Luce, of the Detroit & Mackinac, were placed at the disposal of the party, and Frank Baribeau, who is in charge of the commissary department of the Pere Marquette system, superintended the cuisine of the expedition, ably assisted by a corps of culinary artists.

Wednesday noon representatives of the Saginaw newspapers went to Flint, accompanied by District Passenger Agent W. C. Britton and Fred Hartenstein, of the Pere Marquette, taking dinner on the magnificent new cafe car on that train. At Flint they boarded the special and came on with it to Saginaw, making a trip on the Pere Marquette belt line, around the city, and being entertained a short time at the East Saginaw club.

The travelers left Saginaw on Wednesday afternoon and on reaching Bay City it was decided to remain there for the night, and make an inspection of the fine factory of the Bay City Sugar Company on Thursday morning, which was done through the courtesy of Mr. W. L. Churchill, who piloted the party through the factory and afforded each and all an opportunity to see how

sugar beets are converted into sugar. This factory is producing at the present time 450 barrels, containing 325 pounds each, of fine sugar every day.

The special train left Bay City at 9:30 a. m. on Thursday in charge of General Superintendent C. W. Luce, of the Detroit & Mackinac, and was made up as follows:

From Detroit—P. C. Baker, managing editor Detroit Evening News and Tribune; C. Nick Stark, Detroit Free Press; C. T. Benham, Free Press photographer; J. F. Hogan, To-Day; E. H. Gillman.

Ray Zeigler, Philadelphia North American.

James Slocum, Flint Globe.

E. D. Cowles, Saginaw Courier-Herald.

W. H. Gustin, Bay City Times-Press; Lovell U. Grant, Bay City Tribune.

L. M. Miller, Alpena, official photographer.

C. W. Luce, General Superintendent Detroit & Mackinac railway, East Tawas.

Edgar Britton, City Ticket Agent Pere Marquette railroad, Bay City.

A short stop was made at Linwood Beach, ten miles from Bay City, a pleasant resort on Saginaw Bay which is liberally patronized during the summer by picnickers from all points in the Saginaw Valley, and the next stop was at Tawas Beach. The road runs along the shore of Saginaw Bay and some beautiful views of the broad sheet of water are obtained by the traveler from the car window. Tawas Beach has attained prominence as one of the most charming resorts on Lake Huron. The Beach and its appurtenances are the property of the Detroit & Mackinac Railway Company, and many improvements have been made. The company has erected 16 fine cottages, has a club house, billiard parlor and bowling alley, bicycle paths, and all the comforts and conveniences attending a first-class resort. There is no finer sheet of water on the globe than Tawas Bay, and it affords bathing, boating and fishing facilities equal to any on the chain of the unsalted seas. Being only 61 miles from Bay City and easily accessible there is no reason why this resort should not be crowded during the hot season. The temperature is equable and the climate all that can be asked of the most exacting. Why should people in Michigan go hundreds of miles in search of pleasant resorts when

they have so many of them on the shore of Lake Huron, one of the greatest bodies of water on the map of the globe? It is believed as the attractions on this shore become better known they will attract hundreds of people from other localities during the summer, and in the fall fishing and hunting parties will find no more attractive resorts.

North of Oscoda and Au Sable the road when constructed extended about seven miles back of Harrisville, the county seat of Alcona county. The railway company is now building a new line between a point eleven miles south of Harrisville to Black River, taking in Harrisville. This new piece of road is 22 miles long and cuts off five miles in the distance between Oscoda and Black River. But of more consequence, it traverses a route much more economical for the railway company, as it avoids the high grades south of Black River. On the old line within a distance of three miles there is a grade of 241 feet, while the highest grade on the new route in the same distance is 68 feet. Harrisville is a thriving and pretty town nestling on a gentle decline that reaches down to the blue waters of Lake Huron. J. Van Buskirk, one of the pioneer lumbermen of the Huron shore and one of the leading business men of Alcona county, was largely instrumental in securing the construction of this new route, and the people of Harrisville doubtless appreciate his efforts as it means much to the village. This is one of the prettiest spots on Lake Huron. Two work trains are employed in building this line. At Black River the company is building a new bridge with stone abutments. The chief industry of this place for years has been lumbering. Here it was that in 1880, Alger, Smith & Co. began operations and for many years this firm rafted from 45,000,000 to 90,000,000 feet of long timber annually. But the timber industry there is a thing of the past. The last season three rafts were taken out by the Cleveland Saw Mill & Lumber Company; Alger, Smith & Co. operated a saw mill there, but it suspended operations Oct. 10 last, and it is not expected it will be stocked for another year. The new line of road which strikes the main line again at Black River, runs through the Alger, Smith & Co.'s old shingle mill, and the railway company paid its value and it has been torn down and removed a short distance east. When this new route is finished the railway will be free from heavy grades and economy in the time and cost of operation secured. The roadbed is very substantial as the fact

that the special train made frequent spurts at the rate of 60 and 65 miles an hour illustrates.

The train stopped at Alpena for the night. This is the largest and most flourishing city on the Huron Shore. For many years it has been a large lumber manufacturing center, having produced from 60,000,000 to 100,000,000 feet of lumber annually during the last 40 years. It has several saw and two or three shingle mills. It is also a large cedar mart, J. A. Widner operating a yard here and large quantities of cedar are hauled here and shipped away by water and rail. The lumber is mostly shipped by water and a number of boats were loading on Thursday and Friday. Thunder Bay, on the shore of which Alpena is located, is a fine body of water.

There are two large industries at Alpena, which are permanent in character, the Fletcher paper and pulp plant, and the Alpena Cement works. The former employs about 350 hands and converts hemlock and spruce wood into a fine grade of wrapping paper. The plant was visited by the party and found to be first-class in every particular. The Fletchers are pioneer citizens of Alpena and were for many years extensively engaged in lumbering in that region. The Alpena Cement Works plant is one of the largest of the kind in the country, and a fine grade of cement is manufactured from the lime-stone deposits found on the shore of Thunder Bay. Frank W. Gilchrist, one of the foremost citizens of Alpena, and who is also extensively interested in the sugar industry in the Saginaw Valley, is at the head of the Alpena Cement Works, and Frank Potter, formerly of Saginaw, is one of the responsible business men in connection with this industry which will be worth millions to its promoters and the people of Alpena.

When the travelers awoke on Friday morning they found themselves at Tower, a lumber town about three years old, 51 miles north of Alpena. The town is located on Black River, there being two streams of this name between Tawas and the Straits of Mackinaw. The industries of Tower are the manufacture of lumber and shingles and the cedar industry, a large number of men being employed in getting out cedar in that vicinity. There is also a factory for manufacturing bowls from hard maple, which employs a number of men. Black River is a rapid stream, fed with numberless springs and is said to be alive with bass, trout and other species of the finny tribe.

Tower was named in honor of Miss Ellen Tower, a nurse in

the Spanish-American war, who died in Porto Rico in the discharge of duty, and who sleeps in her grave in the quiet little cemetery at Byron, Mich. Her father, Capt. Samuel S. Tower, is a justice of the peace at Tower. He was a brave and faithful soldier in the civil war, serving from 1861 to 1865, and participating in nearly all of the great battles in the Southwest and the South.

This village is 24 miles from Cheboygan and 40 from the Straits of Mackinaw. From this point the Detroit & Mackinac railway has two branches, one known\* as the Cleveland branch having been built to enable the Cleveland Saw Mill & Lumber Company to take out a quantity of timber, and the Indian River branch. The latter is now being extended seven miles and a half to reach forest products which will come out on this line of road. The main line of the railway stops here for the present, but it will ultimately be extended to Cheboygan, and the Indian River branch may yet be extended to Petoskey. There is a vast quantity of mixed timber in the vicinity of Tower.

Leaving Tower the train returned to Onaway, the metropolis north of Alpena on this road. Four years ago this town site was a dense wilderness. To-day it has 1,500 population and all the concomitants of a thrifty and civilized community. It has a fine school building, many substantial commercial places of business and manufactures. A reservoir is being built on a hill back of the town for water works. The village has one newspaper, the Onaway Outlook, which is up-to-date and one of the best weekly periodicals in Northern Michigan. The town boasts of one of the largest industries in all that section of the state. The Lobdell Bailey Manufacturing Company is building a factory for manufacturing bicycle rims. This company purchased the plant of the Huron Handle & Lumber Company, the hardwood interests of this firm, of Chandler, and Stratton & Cheney, and of the Churchills, of Alpena, about 28,000 acres in all, and is in the market for more. It is building a mill at Onaway which is designated a dimension plant for cutting special bills in trainload lots. This plant is 100x300 feet on the ground and two stories high. It will be equipped with a 350-horse power Corliss engine and all modern sawing machinery necessary, the plant to be lighted by electricity. The boiler and engine house and machine shop will be adjacent to the dimension plant, and will have a ground area of 53x108 feet. A barn

and warehouse for camp supplies will have a ground area of 40x120, with a wing 40x70. A fine office building, two stories high and 30x60, will be erected east of the plant. The Huron Handle & Lumber Company's plant has been acquired by the Lobdell-Bailey Company, and connected with this the company is erecting a bicycle rim plant, 40x55 feet in size and two stories high. The company has a 10-year contract with the bicycle trust to furnish wood bicycle rims. The handle factory is two stories, 40x120 feet, with filing room and machine shop, 30x40 feet, and stone boiler house, 43x51 feet. This factory turns out between 30,000 and 40,000 broom handles daily, or a yearly output of 9,000,000 to 12,000,000. The Onaway & North Michigan railway, which was constructed for the Huron Handle & Lumber Company for logging purposes and which is turned over to the Lobdell-Bailey people, is nearly finished. The company will handle about 15,000,000 feet of hardwood logs annually.

Besides this Onaway has other interests. The Cleveland Cedar Company, the Maltby Lumber Company and other cedar firms are buying large quantities of cedar in this region and a lot of it will be shipped from Onaway. There is some fine farming land around the place and there will be an immense quantity of forest products to give work and wages to people in that place and vicinity.

Millersburg is another lumbering town between Alpena and Onaway, where two or three mill plants are located. It is also the center of extensive cedar operations and is surrounded by a fine agricultural section. In Presque Isle county there are strips of farm lands that have been settled for years, chiefly by thrifty German and Polish people.

The Valentine Lake branch of the Detroit & Mackinac is 45 miles long and was built for handling forest products.

Near Bolton is a peculiar freak of nature designated as the "hole in the ground." Here there is a hole about 100 feet across and some forty feet deep. Three fine springs send their waters out of the sides of this hole near its bottom, and disappear into the bottom of the hole, having a subterranean outlet.

The train reached Alpena on the return trip about 11:30 on Friday, and after visiting the industries referred to, at 1:25 the homeward journey was taken up and without incident the train reached Bay City at 4:30 p. m., having made the run of 131 miles, including stops, from Alpena in three hours.

Just before reaching Bay City a vote of thanks was extended the officials of the Pere Marquette and Detroit & Mackinac railway for courtesies extended, and to Superintendent Luce in particular were the newspaper men indebted for his efforts in adding to the pleasure of the trip.

The Lake Huron Shore is a region that possesses many attractions which only need to be seen to be appreciated.







